

1857

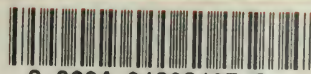
Fortin, Pierre.

Return... re protection of the
fisheries in the Gulf of St. Law-
rence, 1856.

P

012

1857
F7



3 9004 01303105 6

Queen's University
Library

KINGSTON, ONTARIO

R E T U R N

An Address from the Legislative Assembly for
copies of Reports or Correspondence of Pierre
Fortin, Esquire, commanding the Forces charged
with the protection of the Fisheries in the Gulf
of St. Lawrence during the season of 1856.

F5012
1857 F7

R E T U R N

To an Address from the Legislative Assembly for copies of Reports or correspondence of Pierre Fortin, Esquire, commanding the Forces charged with the protection of the Fisheries in the Gulf of St. Lawrence during the season of 1856.

QUEBEC, 25th October, 1857.

SIR,—I have the honor to report to you, for the information of His Excellency the Governor General, that I arrived this morning, in the schooner "La Canadienne," having left the coast of Gaspé on Tuesday last.

Before transmitting to you my general report, I consider it my duty to give you an outline of the cruise of "La Canadienne," in the Gulf of St. Lawrence, for the protection of the Fisheries and of the public revenue.

As I had the honor to inform you, I proceeded on the 19th May to the Magdalen Islands, where I thought it necessary to remain three weeks, in order to afford the needful protection to our fishermen during the mackerel season.

From that place I proceeded, as often as I could, to the different points on the Canadian shore of the Gulf and the River where the fisheries are carried on, and where the foreign fishermen engaged in the Bank fishery take shelter in bad weather.

Thus I visited Gaspé Basin, Malbaie, Percé, Paspebiac, Carlton, the Bay of Plaisance in the Magdalen Islands, L'Anse aux Blancs Sablons, Bradore Bay in the Straits of Belleisle, Natashquan, Mingan, Shell Drake River on the north shore, besides many places of less note.

More than twenty wrecks have happened in the Gulf, within my knowledge, in the present year. A three-masted vessel, two barks, and two brigs struck on the coast of the Magdalen Islands. I was not there when these wrecks happened, my duty requiring my presence elsewhere, but as I arrived shortly after, I am able to state that no robbery or pillage took place, as in former years, on account, probably, of "La Canadienne" being on the station.

I brought up with me from Gaspé Basin the crew of the bark "Queen," of Hull, Thomas Chaplain, Master, which was wrecked on the island of Anticosti, on 26th September last. I found these men, twelve in number besides the mate, almost destitute of money and unable to procure a passage to Quebec.

I offered and gave to the officers of the Customs on the coast of Gaspé all the assistance which they needed, and during my stay at the Magdalen Islands the Collector of the port of Amherst always had my boat at his disposal.

I close this letter requesting that you will forward instructions to lay up the schooner in winter quarters.

I have the honor to be, Sir,

Your very obedient servant,

(Signed,)

P. FORTIN.

Annual Report of the Magistrate commanding the Expedition for the protection of the Fisheries in the Gulf of St. Lawrence, during the season of 1856.

Having left Quebec in the evening of 13th May, on board the Government schooner "La Canadienne," I reached Percé on the 16th.

As it was my duty to arrive at the Magdalen Islands as early as possible, I remained at Percé only long enough to place myself in communication with the principal proprietors of the establishments there.

The next day we set sail. I did not, however, reach the Bay of Plaisance before the 21st. Strong easterly winds had delayed our progress, and we were compelled by a fog to lay to a day, near the east end of Gross Isle, where I was enabled, on the 20th, to be of some service to the Master of the bark "Sappho," of Sunderland, on his voyage from Shields to Quebec, by informing him of his true longitude and correcting his compass.

On my arrival at the port of Amherst, I proceeded at once, pursuant to instructions, to offer to the Collector of Customs there, Mr. John J. Fox, a boat and the assistance of the seamen of "La Canadienne," to convey him either on board of the vessels at anchor in the harbour, to the Bay of Plaisance, or to distant points of the coast where he might suspect that contraband goods were introduced.

I had the pleasure of meeting the Magistrates of Amherst and the other islands, and I assured them of my ready co-operation, and the aid of my men, if any attempt were made to resist them in the performance of their duty.

I have already had the honor to inform you that the herring fishery had terminated when I arrived at the Magdalen Islands, and that it had been unproductive. In fact, not more than 16,000 barrels of herrings have been taken in the present year in the Bay of Plaisance, while the Customs Returns for preceding years shew an amount of 40,000 or 50,000.

The failure of this fishery does not proceed from any deficiency in the fish themselves; they appeared in the usual abundance. It must be imputed to the fact that the spring thaw was earlier than usual, and the shoals of herrings having appeared immediately afterwards, the fishermen were not in readiness to lay their nets in the spawning time. The shoals appeared, moreover, to have taken the direction rather of Le Havre aux Maisons than of the Bay of Plaisance. At the latter place they were so crowded and pressed together that great numbers of them perished, and the pestilential effluvia from the putrescent heaps of fish cast up by the sea was for many weeks a nuisance to the people in the neighbourhood.

About sixty schooners, nearly all from the Gut of Canso, had gone to Amherst Harbour for the herring fishery, the greater part of them being provided only with cast nets, a few having very fine seines.

When I arrived there were forty schooners in Amherst Harbour, and every day on which the wind was favorable others arrived.

The mackerel did not appear in the Bay till the 4th June. There were at that time more than sixty schooners, some from the United States, some from Nova Scotia, manned each with eight or ten seamen, and having on board twenty-five or thirty nets. These, when spread in the Bay of Plaisance, leave a passage by the sand bank hardly wide enough to allow ships to enter and leave the port.

Had the fish been as plentiful as usual this year the fishery would have been very productive, but the mackerel appeared in but small quantities, and frequent gales of wind drove them from the coast to deep water, which is less agitated.

There were, however, very successful days. On the 9th two or three fishermen caught 1,500 mackerel each, many took 1,000, and almost all more than 500. But the greatest success occurred on the 11th, on which day one master of a schooner hauled up more than 3,000 fish, and others from 500 to 2,000.

After that day the mackerel were no longer found in large quantity in the Bay, and on the 13th many of the fishermen set about taking up their nets, and prepared for their departure, to carry on the cod fishery on the coast of Labrador.

On the 2nd June the schooner "Tiber," Captain H. Vignault, had returned from the seal fishing on the floating ice, in the Gulf of St. Lawrence, having caught 177 of those animals. The other vessels despatched for the same purpose from the ports of Amherst and Havre aux Maisons, twenty-one in number, had returned some weeks earlier, some after a lucky voyage, others with barely enough of blubber and skins to pay expenses.

I think it is proper here to give a list of the vessels, their tonnage, the number of men in each, the date of their departure, and the number of seals taken by each.

SCHOONERS.	TONNAGE.	MEN.	DEPARTURE.	NUMBER OF SEALS.
Constantinople.....	42	9	April 10	900
Wide Awake.....	42	11	" 7	700
Temperance.....	36	10	" 6	340
Eliza.....	39	10	" 7	165
Lady.....	28	7	" 5	90
Adelina.....	40	11	" 10	230
Onésime.....	42	11	" 6	200
Sophie.....	29	7	" 5	87
Seal.....	27	9	" 7	148
Marine.....	48	9	" 8	65
Kent.....	33	7	" 5	50
Mariner.....	31	10	" 6	90
Sea Flower.....	36	10	" 7	50
Nancy.....	38	7	" 6	50
Haddock.....	35	7	" 5	60
Pandora.....	27	9	" 5	148
Mary.....	31	7	" 6	600
Sara.....	32	7	" 6	350
Zelie.....	35	7	" 6	150
Johnny.....	32	7	" 5	273
Tiber.....	30	5	" 9	177
Schooners—21.	733	177		4923

It will be seen that all these vessels are of light tonnage; the largest does not exceed 50 tons. Those employed in the same pursuit in Newfoundland are top-mast schooners and brigantines measuring from 100 to 300 tons, and manned with 40 to 60 hands. They are well stayed and covered with sheet iron on the outside planking in order to cut the ice, without springing a leak or being cut through.—Many of these vessels have made voyages yielding incredible profits.

The reports published in the Newfoundland newspapers shew that vessels sailing from the harbour of St. Johns, and other ports in the eastern side of the island, with

crews of 40 to 60 men, in pursuit of the young seals on the field-ice, have succeeded, in the course of three or four weeks, in capturing from 5000 to 10,000 or more of these animals.

It may be said that it is less easy to carry on this fishery in the gulf and its shores than on the ice-banks which cling to the east side of Newfoundland, after passing through the straits of Belleisle and southward by St. Pauls, St. Pierre and Miquelon; but a much larger number of vessels might be sent from the Magdalen Islands and several other places on the mainland; and, instead of the present schooners of 25 to 50 tons, vessels of larger burthen might be employed of more substantial construction, in which our fishermen might follow up the ice-fields wherever they may be driven by the winds and currents. Unfortunately, there is a deficiency of capital. Our fishermen are unable to equip large vessels, and the proprietors of the large fishing establishments attend only to the cod fishery, neglecting altogether the other sources of wealth which Canada possesses in the Gulf of St. Lawrence.

Since my arrival in the Bay of Plaisance, particularly during the mackerel season, I have been engaged in enforcing the observance of the fishery laws, relating to the Magdalen Islands, and particularly those clauses which prohibit the obstruction of the ports and roadsteads, and the discharging of ballast, fish-uffal and other nuisances within their limits; and I have reason to believe that I have obtained strict conformity to those laws, for not a single complaint has been made before me on this behalf, nor before any other magistrate in the island, within my knowledge.

I have also the pleasure to report that during my stay at the Magdalen Islands, public order was maintained uninterruptedly.

On the 13th, in the evening, I left the Bay of Plaisance, to proceed to the coast of Gaspé, and on the 15th arrived at Percé. I there found a letter from Mr. C. Jones of Quebec, requesting me to proceed to Gaspé Basin to assist him to recover property remaining from the brig "Piscator," which was wrecked the preceding autumn on the Island of Anticosti. This property was detained by several persons, who refused to give it up.

Mr. Warren of Quebec, agent for the insurers of the "Piscator" and Messrs. Mitchell, the owners of the cargo, had given full powers to Mr. Jones to act according to his discretion. He had obtained a writ of *saisie*; but the bailiff to whom he had given it had failed to execute it. He had been prevented from making a seizure of the property and had been threatened to be thrown into the sea, and ill-treated in various ways.

I gave orders to make sail immediately; but a thick fog prevented us from seeing the land, and I did not succeed in getting away before the following day. Half way across I met Mr. Jones who proceeded with me to the Basin, in the expectation of finding the balliff there, who might then have received my assistance in getting possession of the property from the "Piscator." The latter, however, residing at Percé, that is, thirty-six miles off, did not make his appearance; and Mr. Jones thought it advisable to proceed to New Carlisle to obtain a new writ of *saisie* which might then be executed by the sheriff or his deputy. On leaving the Basin I promised to return thither on Tuesday or Wednesday in the following week, to give the necessary aid to the sheriff.

On the 19th I visited the fishing establishments at Point St. Pierre. I here met Messrs. Elias Collas and Fauvel, proprietors of cod fishing establishments, who informed me that the fishery had just commenced on that part of the coast and promised to be successful. There was a great abundance of fish, and the necessary bait was easy to be procured. Mr. Collas employs twelve boats and thirty men: Mr. Fauvel six boats and twelve men.

The same evening I proceeded to Percé, and the following morning set sail for the Magdalen Islands, where I arrived on the 21st in the evening.

I paid visits to the Hâvre aux Maisons, and Amherst Harbour. In the former quays preparations were in progress for the equipment of schooners for the codfishery

on the coast of Labrador. In the latter a few of those vessels remained which had been employed in the mackerel fishery. The crews were busily engaged in packing their fish.

From the 13th scarcely any mackerel had been taken in the Bay of Plaisance, and all the nets had been taken up.

It has been said before, that the mackerel fishery had not been successful. I believe that not more than 3000 barrels of that fish had been taken, either by foreigners or natives of the islands.

On the 22nd, in the evening, I gave orders to make sail, and on the 25th, in the morning, having touched at Percé, I arrived at Gaspé Basin.

I found Mr. Jones at the Landing and was informed by him that he had made a more expeditious journey to New Carlisle than he had expected, that having arrived on Monday with a writ of *saisie*, he had been to see the persons in whose hands lay the property of which he wished to obtain possession, and that he had experienced no resistance.

Mr. Jones was able, however, to recover only a part of the property of the "Piscator," a certain quantity having been previously sold.

From the 25th to the 1st July, the crew were busy taking in wood and water, and in the indispensable work of refitting the rigging.

On the 2nd, I touched at Percé on my way to the Bay of Chaleurs. A few hours after I had cast anchor, Mr. De la Parette, agent for the fishing establishment of the house of Robin & Co., wrote to me stating that he had good reasons for believing that several of their hands engaged for the season, who had already received considerable sums in advance, had been enticed to desert to a schooner belonging to the United States, which was then lying in the roadstead, and he requested me to interfere to prevent their desertion, as he had great need of them, being in the height of the cod fishery.

In consequence of this application, I gave orders to remain at anchor near the schooner which he had named, and the watch had orders to give notice if any canoe or fishing-boat should approach it during the night.

On the following day the suspected schooner weighed anchor and made sail for Cape Gaspé, without having succeeded in seducing any of the fishermen. I gave orders to set sail.

Off Pabos, we fell in with sixty fishing vessels, proceeding to the grounds where the cod is very plentiful. Capelin is used as the bait.

Peace and good order prevailed everywhere among them.

The American fishermen have not yet commenced the mackerel fishery in the Bay of Chaleurs.

On the 5th, I met at Carleton the agent of the Crown Lands, and offered to ascend the River Ristigouche and the Metapediac with part of the crew of La Canadienne, in case of need.

Mr. Verge informed me that, as no timber had been cut this year by foreigners, it was not necessary to proceed any further at that time. At the same time, he was convinced that the presence of La Canadienne in the River Ristigouche had produced a good effect last year, and he thought it advisable that I should return at a later period, in order to shew to persons who might be tempted to cut timber on the Crown Lands contrary to law, that he can call in to the support of his authority a force sufficient to compel the observance of the laws enacted for the preservation of the forests.

On the 7th I proceeded to New Carlisle, where I made arrangements with the collector of Customs, Mr. Frazer, to be useful to him if my interference were required.

On the 8th I visited at Paspébiac the fishing establishment of the house of Robin & Co., and that of LeBoutillier and Brothers. These are the most considerable on the Canadian shore, the former giving employment during the season

to nearly three hundred, and the latter to about two hundred men. These two establishments export annually more than 20,000 quintals each of dry cod to Brazil, Spain, and Italy.

All hands were deeply engaged in the cod fishing. Our fishermen devoted themselves to their avocation with the most perfect freedom from interruption; not a single foreign vessel had as yet appeared in the Bay of Chaleurs. We left the Bay that evening.

We met a great number of fishing-boats returning from the fishing grounds well loaded, and we saw, for the first time this year, a few schooners from the United States going to catch mackerel. They were at a considerable distance, but easily distinguishable by the sharp hull and the large white sails.

On the 9th I visited the fishery establishments on the Island of Bonaventure, and principally that of the house of LeBoutillier and Brothers. The cod fishery is very productive in the neighbourhood of the Island, several boats returning from the ground with eight or nine quintals of fish each.

During the past week there have been also shoals of mackerel around the Island, but our fishermen disregard this fishery. About sixty boats in all belong to the Island of Bonaventure, and of these about forty belong to the house of LeBoutillier. Each of these boats carrying two men, generally takes from eighty to a hundred and fifty quintals of codfish yearly. The greater part of it is exported to the markets of Spain and Italy.

On the 10th the sailors were occupied in taking in wood and water; and on the 11th I gave orders to make sail for the coast of Labrador, touching at Anticosti.

The next day, I fell in with the United States schooner, "Baltimore" engaged in cod-fishing on a bank half way between the Island of Bonaventure and Byron Island, and I landed at the light-house on the eastern point of Anticosti.

I was informed by Mr. Tulgan, the keeper, that he has no knowledge of any shipwreck having occurred this spring on the coasts of the Island. He gave me also a great deal of information relative to the fisheries carried on near the eastern point. Ten schooners of twenty or thirty tons each from the Island of Cape Breton, were engaged in the cod fishery on the coasts adjacent during the month of June. They found the fish in great abundance and left fully laden.

Off the light house, towards the south, halibut may be caught in large quantities, on a rocky bottom, in five or six fathoms water. In the months of July and August, many American schooners may also be observed engaged in the mackerel fishing, and generally with great success. The absence of good roadsteads, and secure anchorage will, however, always cause seamen to doubt the safety of vessels on the coast of Anticosti. This is no doubt the cause which has hitherto prevented the establishment of fishing stations there.

In the afternoon we made sail for Natashquan, on the coast of Labrador, where we arrived on the 13th. I found in the bay of Little Natashquan, twelve schooners engaged in the cod fishery.

Of these, eight belonged to the United States ; they were as follows :

SCHOONERS.	TONS.	MEN.	NUMBER OF BOATS.	QUANTITY OF COD.
Roebuck	79	7	3	650
Elsenne	63	9	3	600
Orozimbo.....	65	9	3	500
Odeon	63	8	3	400
Tremont	63	8	3	650
Oreste	60	9	3	550
Wm. McKenzie.....	58	8	3	450
Four Sisters.....	62	8	3	250
Schooners—8.	513	66	24	4050

The others were schooners belonging to the Magdalen Islands, from 30 to 40 tons each. Each had on board 200 or 300 quintals of cod.

The cod had made their appearance on the coast of Natashquan about the beginning of May, and were so abundant that they might be taken at the mouth of the River Natashquan in no more than three fathoms water.

The fishermen had reached Natashquan only about the 10th June ; this was the reason why they had not taken a larger quantity of fish.

I next visited the new establishment of the little Natashquan, founded by the inhabitants of the Magdalen Islands. This consisted of eight families, numbering in all fifty-five persons. They were well provided with fishing-boats, and one of them had a schooner of about thirty tons.

Should the cod fishery continue to be as good in the neighbourhood of Natashquan as it has been for years past, I have no doubt that these families may procure a good subsistence there, particularly if during the winter they devote themselves to the hunting of fur-bearing animals, of which there is always a considerable number on this coast.

Towards nightfall I availed myself of a fair breeze to make sail for Mingan, at which place I arrived on the 15th.

On the 14th we had fallen in with thirteen schooners ; ten of them belonging to the United States, and three to Nova Scotia, engaged in fishing for cod on the Mingan Shoals.

The salmon fishery in the Rivers Mingan and St. John had been successful. Mr. Henderson, the chief of the Hudson's Bay Company's trading-post, informed me that he had no complaint to make against the foreign fishermen who frequent the Harbour of Mingan in bad weather, or to take in wood or water.

On the 17th we made sail for the eastern part of Labrador, and having experienced very rough weather and contrary winds, came to an anchor in Blancs Sablons Bay on the 24th. The following day I proceeded to Green Island, at the entrance of the Bay, the scene of one of the greatest disasters on record in the annals of the navigation of the coast of Labrador.

On the 1st July, in the night, during a terrific storm, twenty-nine schooners being at anchor in the bay of Green Island, in order to be near the fishing grounds, were driven ashore. Fortunately, the beach in that bay is sandy, and the crews had time to escape to land before their vessels broke up. On the following day more than three hundred men found themselves destitute of shelter and almost of

food, on the inhospitable shores of Green Island ; but afterwards, the sea having gone down, they succeeded in saving the greater part of their provisions. All the salt and a part of the fish were lost.

The inhabitants of the Magdalen Islands were great sufferers by this calamity. Of the twenty-nine vessels cast away, nineteen belonged to the Hâvre aux Maisons ; the remainder belonged to the United States and Cape Breton.

When I arrived at Green Island they had succeeded, after great labor, in raising fifteen schooners, ten of which belonged to the Magdalen Islands. All of them had suffered considerable damage.

I give a list of the schooners which were totally wrecked :

SCHOONERS.	TONS.	MASTERS.	NUMBER OF MEN.
Henry	32	Pierre Vignault.....	10
Pandora.....	27	Xavier Cormier.....	11
Nancy	38	Jos. Boudrault.....	11
Mère de Famille.....	30	W. Thériault	11
Marie.....	30	Fred. Arsenault.....	11
Mariner.	31	L. Bourque.....	10
Sea Flower.....	36	Sam. Doyle.....	11
Haddock.....	35	Cas. Harvey.....	11
Kent	33	Abel Arsenault.....	11
Louisa.....	97	P. Smith.....	13
Dan Webster.....	80	P. Small.....	12
Volunteer	75	P. Bunker.....	12
Three Brothers.....	37	.....	9
Mischief	35	.....	9
14 Schooners.	616		152

and one other from Cape Breton, the name of which I could not learn. The first nine on the list belonged to the Magdalen Islands, the two next to the United States, and the last to the island of Cape Breton.

I visited all the men belonging to these wrecked vessels, and tendered them all the assistance in my power. Most of them had shipped themselves or were about shipping themselves on other vessels, to proceed to the fishery in the Straits of Belleisle. Having ascertained that none of them were in want of provisions, I informed them that when the fishery should be ended, I would give them a passage to the Magdalen Islands, if they did not before that time find a way to return to their homes.

I visited all the fishing establishments in the Bay of Blancs Sablons and Bradore Bay.

Mr. Randall Jones, who, next to Mr. Samuel Robertson, of Fish Harbour, has, at Bradore Bay, the largest sedentary fishery for seal which exists on the coast of Canada, makes the same complaint as in former years. While the seal nets, which cost with their tackle and cordage not less than fifteen hundred pounds, are laid out to intercept the herds of seal which, on their return from the west, pass between the mainland and the islands forming the basin of Bradore, the fishermen, both British and American, do not hesitate to pass with their boats within the very limits enclosed by the nets, and to prosecute their fishery at the very opening through

which the seals would pass into them. It is easy to understand, that if herds of seals, making for the entrance of an enclosed space, concealed as much as possible beneath the water in order not to alarm the creatures to be entrapped, see a schooner under sail, or fishermen engaged in throwing or hauling a seine, they immediately dive and make for deep water, and that the owners of the fishery thus lose the opportunity of catching ten, twenty, or even fifty of them, worth £15, £30, or even £75. As there is no express statute for the regulation of those fisheries I have hitherto been unable to interfere for the protection of Mr. Jones and of the other proprietors of the sedentary seal fisheries, who are in the same circumstances as he is.

I trust, however, that the Government will take this subject into their serious consideration, and that a law may be passed granting power to the magistrate in command of the Government schooner "La Canadienne" to afford such protection to the proprietors of the sedentary seal-fisheries on the coast of Labrador as they may be entitled to, without detriment in any way to the other fisheries carried on in the neighbourhood.

In other respects, order and tranquillity prevailed in the Bay of Blancs Sablons, where lay thirty schooners, and in Bradore Basin, in which were ten.

On the 27th we left the Bay of Blancs Sablons, and, on the following day, anchored at Fish Harbour, at the establishment of Mr. Samuel Robertson, proprietor of the most important stationary seal fishery in Labrador. Its annual produce varies from six hundred to three thousand five hundred seals, which are worth, since the advance in the price of oil, £2 each.

I was informed by Mr. Robertson, that he is not disturbed in his fishing operations, because he lays his nets in November, when the foreign fishermen have left the coast.

I next visited Mutton Bay and Whales' Head Bay, where I was informed that the seals had resorted in considerable numbers, and the fishery had been productive. At all these different stations, the nets are laid for seals in the autumn. We held on towards the west, but foul weather prevented me from calling at the fishing stations on my route.

On the 2nd August, we came to an anchor at Percé, after being detained for two days by a thick fog off the island of Bonaventure. The cod was still abundant at that part of the Gaspé coast, but bait was hard to be procured. We remained the following day at Percé.

In the afternoon, six American schooners, engaged in the mackerel fishery, came to an anchor in North-East Bay. I give a list of these vessels, with the number of men in each, the quantity of fish, &c. :

SCHOONERS.	PORT.	MASTERS.	BARRELS.	MEN.
R. P. Randall	Gloucester.	R. Allen	40	12
G. Washington	do	J. D. Brickland	150	15
Friendship	do	Jas. Thomas	30	13
Surprise	do	.....	35	12
David A. Brown	do	D. Brown	40	14
Margaret Ann	do	.....	50	15

These schooners had arrived only a week or a fortnight before, and, as may be seen, had had tolerable success. They had fished off the Island of Bonaventure. They were all from 60 to 80 tons, and had sails of white cotton consisting of a

standing jib, a foresail, a mainsail, driver, and a maintop staysail. The two last are generally loose. Their light draught, seldom exceeding seven feet, and sharp build, give them great speed (particularly with a light wind.) This is indispensable when they are bound to follow the shoals of mackerel moving by their instinct in various directions.

On the 4th, having satisfied myself that all was quiet at Percé, I gave orders to set sail for the Magdalen Islands. During the run we fell in with forty-nine schooners engaged in the mackerel fishery. They seemed in general to have been successful, and those whom we spoke told us there was plenty of fish, particularly near the Magdalen Islands.

On the 7th I came to an anchor in Bay aux Maisons, where I found only two vessels. I then proceeded to Amherst Bay where lay several schooners repairing damages and taking in water.

Fifteen boats belonging to the Magdalen Islands, each manned by three or four hands, had commenced fishing for mackerel with the line in the Bay of Plaisance. Near Cape Allwright particularly they had good success. Some of the men take as many as five hundred in a day.

On the 10th, in the afternoon, we proceeded to Bird Island and Byron Island, and I visited the wreck of the ship "Jane," of 658 tons, from Belfast, cast away in a fog on the south-east point of the latter Island. The purchasers were busy in stripping off the copper sheathing and getting out the bolts. I was glad to understand that this wreck had not been marked with any of those circumstances of pillage and riot which occurred at the time of the loss of the "Lochmaben Castle" last summer, although during the whole summer more than 300 hundred schooners have been engaged in the mackerel fishery round Byron Island and the neighbouring Islands.

The "Jane" is not the only vessel lost in the present year on this part of the Magdalen Islands.

On the 24th July, in a thick fog, the bark "Brothers," of Newry, of 522 tons, went ashore on Bird Island, and remained with her hold full of water for some days. This enabled the crew to escape to land and to save a large part of the rigging and moveables. A gale of wind having afterwards sprung up, floated the wreck, and the remains were subsequently found near the coast of Labrador. I must not omit to mention the wreck of the brig "Success," John Furness, master, of Whitehaven, on her voyage from Richibuctoo to Donegal, on Amherst Island, at a place called the Basin. After a survey, the vessel had been condemned and sold at public auction, together with the cargo, consisting of pine deals. There was no complaint of any article being stolen from this ship.

On the 12th I again visited the Bay aux Maisons and Amherst Bay, and made sail for the coast of Gaspé.

On the 14th and 15th, we fell in with several schooners belonging to the United States, and on the morning of the 16th arrived at Percé. I again visited the Island of Bonaventure, where the cod-fishery continued to be productive. In the neighbourhood of this island also some American schooners continued the mackerel fishing, and took as many as fifteen barrels in a day. I am informed that some of our own fishermen intend to engage in this fishery next year, on the same large scale as the Americans. It is really to be regretted that this fishery has been hitherto neglected in Canada, as, if well conducted, it might become a source of great wealth to the country in general, and afford lucrative employment to our fishermen. It would likewise give active occupation to our shipbuilders, through the demand it would create for fast sailing vessels.

I consider myself justified in stating, for the information of fishermen and others who may be disposed to engage in this pursuit, that it will yield great profits. But great perseverance is necessary, and much care in the preparation of a bait similar to that in use with the Americans to attract the shoals of mackerel and to keep them near the vessels.

On the 18th I prepared to visit the fishing establishments on the south shore of the lower part of the St. Lawrence, but was prevented by the continuance of easterly and north-easterly winds, during which that coast is inaccessible.

On the 19th I proceeded overland to L'Anse au Beaufils and to Cape Cove. The road was good, and the country magnificent. On most of the partially cleared farms, great activity prevailed in getting in the harvest. The hay crop had been very abundant everywhere. At Cape Cove I found beautiful farms, among which I must notice that of Mr. Savage. All kinds of grain are grown of the first quality. Roots and green crops, particularly potatoes and turnips, yield abundantly. At Cape Cove, Messrs. Savage, Leger and Pain carry on an extensive trade in fish, sending four or five cargoes of dry codfish to Europe every year.

At this place too, shipbuilding is carried on. Mr. Case, junior, shewed me in his yard a schooner built of excellent timber and on a good model.

On the 20th I went, with Mr. P. LeBoutillier, warden of the Municipality of the County of Gaspé, to visit the fishing establishments and ship-yards, at Coin du Banc at the bottom of Malbaie.

On the blocks in Mr. Mabee's yard was a brig of about 200 tons ready for launching, which, for the quality of the timber, substantial workmanship, and elegance of model, was not inferior to vessels of the same tonnage launched at Quebec. This gentleman has already built twelve vessels, brigs and schooners, nearly all engaged in the fishing trade. Most of them were purchased by Jersey houses, which have fishing establishments on the coast of Gaspé, and sail every season with cargoes of dry cod for the ports of Spain and Italy. The fishery at Malbaie is now less an object of attention than it was formerly. For some years past, the fishermen of this place have habitually frequented the north shore, particularly Sheldrake Island and Magpie Bay, where they find the cod in greater abundance.

There are about thirty fishing boats, including those of Cane de Roche, Barachois and Belle Anse, together with those belonging to Malbaie proper, and the quantity of fish taken may be computed at three thousand three hundred quintals of dry and green cod.

On the 21st a strong south-east wind obliged us to leave Percé, and we made sail for the Bay of Chaleurs. A thick fog prevented us from seeing the land, and did not clear up until we were off Bonaventure. At 10 p.m. we came to an anchor off Carlton.

On the following day, M. Verge came on board with a pilot, and we prepared to ascend the River Ristigouche, with a light, but fair wind.

On the 22nd, in consequence of facts represented to me by Mr. John Meagher, the member for Bonaventure, I proceeded with the pilot, Mr. Mann, to examine the north channel of the River Ristigouche opposite to Dalhousie, where I was informed, vessels coming to load with timber, both at Dalhousie and at Campbellton are in the habit of discharging their ballast before loading. We found the channel very wide, and at present free from dangerous accumulations. Mr. Mann and several other pilots were nevertheless of opinion, that if the injurious practice is continued, an accumulation of mud must in time be formed round the heaps of ballast, which will be highly detrimental to the navigation, particularly if hereafter the increasing trade in timber on the River Ristigouche and the Metapediaic should require the use of larger vessels.

In conjunction with Mr. Meagher and other persons, I took steps to prevent for the future, the discharging of ballast in the channel on the Canadian part of the River.

The westerly wind, which is a head-wind in ascending the river, obliged us to return; and on the morning of the 24th we arrived at Carlton.

On the 25th the crew were engaged in taking in wood and water, and on the 26th we proceeded to New Carlisle. At that place I saw the collector of Customs and the other public officers, and then visited the fishing establishments at Paspe-

diac. Every thing was orderly and quiet. Very few American schooners were in the bay. They seem to resort chiefly to the neighbourhood of Prince Edward's Island, the Magdalen Islands and Cape Breton.

On the 27th we left New Carlisle, and coasting along fell in with more than a hundred fishing boats engaged in the cod-fishing. They used the squid as bait. The fish were plentiful. Some of the boats had already taken several quintals. About noon I landed at Grande Rivière, and having seen the principal people and fishermen of the place, and settled a difficulty which had arisen about a jetty which obstructed a part of the channel, I visited the fishing establishment of Messrs. Robin & Co., situated about a mile from the river. Mr. Briard, who is the agent, was kind enough to conduct me through the different buildings in which the fish was cured, and I must express my admiration of the order and neatness which prevailed in every department, and which generally characterise the Jersey fishing establishments. The fishermen belonging to this establishment had taken a large quantity of fish,—nearly four thousand quintals,—but they experienced great difficulty in drying it on account of the frequent rains.

I next proceeded to Cape Cove, where I found two vessels from the Bay of Chaleurs, taking in a lading of codfish, and having seen the principal inhabitants of the place, returned on board, and in the evening arrived at Percé.

On the 28th I made sail to visit the fishing establishments in the lower parts of the river, and first called at Point St. Pierre. In the evening, I landed at Cape Rosiers. Mr. Packwood, whom I had the pleasure to meet there, informed me that the cod fishery had been very successful in the neighbourhood of the cape, and that a large quantity had been taken. I accepted the invitation of Mr.

and visited the light-house erected by Mr. Baby for the Government, on the most prominent point of Cape Rosiers. This light-house, a substantial and elegant building, is nearly 100 feet in height, and its light must be seen more than sixty miles off. It will be of great use to vessels going up or down the river, and particularly to those engaged in the coasting trade and in the fisheries.

During the 29th I visited the Grand Etang, Fox River, and Griffin's Cove. I found the different fishing establishments at all these places in good order, especially that belonging to Mr. John LeBoutillier, the most considerable at Griffin's Cove, and that of Messrs. L'Espérance, at Grand Etang.

On that part of the south shore of the River St Lawrence on which the fishing establishments I have mentioned are situated, more than a hundred fishing boats are employed, and the produce cannot be less than 15,000 quintals of dry and green codfish.

The former is shipped for Europe, the green cod is sent to the markets of Quebec and Montreal. The bait used here is herring, capelin, mackerel, and sea-trout. During the present year but few foreign vessels have been seen.

In the evening we steered for the north shore, and on the 31st, about noon, landed at Shelldrake River. I visited the fishing stations established two or three years ago, on the sand-bank opposite the river, and I here give a list of them, with the number of boats employed by each establishment.

1.	Fishing station of Messieurs Alfred Maunsell.....	8 boats.
2.	“ “ John Lebrun.....	4 “
3.	“ “ John Ross.....	5 “
4.	“ “ Philip Truzel.....	5 “
5.	“ “ J. & El. Collas.....	6 “
6.	“ “ René Devouche.....	5 “
7.	“ “ Philip LeGreeley.....	4 “

The aggregate produce of all these establishments, is estimated to exceed 5,000 quintals of codfish, without reckoning several hundred barrels of mackerel and cod, caught late in the season, which are sent to Quebec.

I am informed that from the commencement of June to about the middle of August, there is at Shelldrake and in the neighbourhood so great an abundance of cod, that from 15 to 25 quintals may frequently be taken at a single draught, and that the fishermen who frequent these grounds, are, nearly always certain of returning with from four to ten quintals of fish. Unfortunately, the westerly and south-westerly winds which generally prevail here at that season, often prevent them from putting out to sea, so that sometimes in a week they cannot get out more than once, so heavy a sea rolls in the bay, and so difficult and even dangerous it is, to get out with the wind blowing on shore.

In the neighbouring coves to the west, in the River Shallop at River Moisie and the Seven Islands, and to the east in Magpie Bay, the cod fishery had given very profitable returns. Scarcely any foreigners resort to this part of Labrador.

Towards nightfall, I returned on board with much difficulty, and we weighed anchor and made sail for Mingan.

On the following morning, the 1st September, we came to an anchor in the Bay of Mingan, and the carpenter was immediately set to work to fish our bowsprit, which had been partly sprung by a sea on the night of 30-31st August. The agent in charge of the trading-post of Mingan offered us, with great civility, all that we might stand in need of, to execute the necessary repairs.

During the day, Captain Baker's schooner, from Gaspé Basin, fitted out for the whale fishery, came into the Bay of Mingan to take in water. I was informed that the shoals of whales are rarely met with in the Gulf, even on the banks, which are their most usual resort, so that the whale fishery is not expected to be productive this year.

The schooners from the United States, which had been engaged in the cod-fishery on the Mingan shoals, had taken their departure some weeks before with very good cargoes.

On the 2nd, in the afternoon, the mate reported that the repairs of the bowsprit were complete, and I gave orders to make sail.

We made for the offing, where there was a heavy sea, in order to test the strength of the cheeks, which were pinned and firmly lashed on each side of the bowsprit, where it was sprung. After a three hours' run, the carpenter reported that the spar had not given way even in the heaviest pitching, and that he was convinced we might continue our cruise without any danger. Accordingly we directed our course to Natashquan, where I landed on the 3rd in the morning.

I was informed by the Hudson's Bay Company's Agent at the port, that the salmon fishery in the River Natashquan had produced 225 barrels. Of the twelve schooners which were engaged in the cod fishery in Little Natashquan Bay, only two remained, and their crews were busy drying their fish.

Three United States schooners were fishing for mackerel, near the shore west of Natashquan, and had good success. About noon, we continued our voyage towards the eastern part of Labrador, and on the morning of the 5th I landed at

In the afternoon I visited Bradere Bay and in the evening went on to Blancs Sablons Bay, where "La Canadienne" came to anchor. The curing of the herring was going on, on all sides. The fish had been taken in great quantities in both these Bays. At the establishment of Mr. De Guetteville they were preparing to ship to Jersey 1000 barrels of this excellent fish, so well known as the Labrador herring. Messrs. Le Boutilliers and brothers had 500 barrels at Wood Island. About 1,200 barrels had been taken by the inhabitants of the coast, and the fishermen from the Magdalen Islands and the Lower Provinces had carried away more than 5,000 barrels.

More might have been taken had there not been a deficiency of salt and barrels. On the day when we set sail from Blancs Sablons Bay from one haul of the

seine there remained a surplus of herrings sufficient to fill 200 barrels, and many shoals of the fish were still seen near the shores.

It is truly astonishing, that at Quebec, where the value of the Labrador herring is so well understood, no pains are taken to fit out vessels for this fishery, manned by active and enterprising hands, and well provided with salt and barrels. This fishing voyage to Labrador would not last longer than a month or five weeks at furthest, and would, I am well assured, be a more profitable employment for vessels than the coasting trade. The master of such vessels might, moreover, carry on a trade with the inhabitants of the coast, by bartering pork, flour, esculent roots and vegetables, and goods of all kinds for codfish, oil and especially herring.

At present, traders from Nova Scotia and the United States have in their hands the greater part of the trade of the coast of Labrador. I must confess that they enjoy a great advantage over the traders from Canada, that, namely, of purchasing West India and United States produce and other goods, such as tea, coffee, sugar, cottons, wines, liquors, &c., in bond in Nova Scotia and the United States, and of selling them to our fishermen duty free, while such articles shipped from Quebec would have paid duties.

In the present year nine schooners, averaging 70 tons each, mostly from Halifax, received, in barter for produce, sold on the coast of Canada only, furs, codfish, herring, salmon, oil and seal skins, over £25,000 in value.

Mr. Cronan, of Halifax, had taken on board of his two schooners, the Labrador and the Belleisle, one of which made two voyages to Labrador, £8,000 worth of furs, consisting of black and silver fox skins, martin, otter, &c.

In my report of 1852, I thought it my duty, in speaking of the trade of Labrador, to suggest to the Government the establishment of a Custom House on the Canadian coast of Labrador, at which the masters of vessels from the Lower Provinces and the United States trading there might be compelled to pay duties on their goods, before making sales to our fishermen.

I now repeat this suggestion, being persuaded that such a measure is absolutely necessary to place our traders, from the coast of Gaspé, Quebec, and other parts of Canada, on the same footing with foreigners. I can venture to affirm, that the amount of duties collected from traders will more than suffice to defray the expense of a Custom House.

The Government of Newfoundland sent an officer this year to Labrador, to collect, upon all goods and produce imported into that part of the coast which is within their jurisdiction, the same duties which are paid on their admission into the Island of Newfoundland.

I had not the pleasure of meeting that officer, but I know that he applied to several proprietors and agents of establishments situated near our frontier, at Blancs Sablons Bay, and that on their refusal to pay the duties, he delivered to them a copy of the tariff of Newfoundland and other papers relating to his mission, with an intimation that next year the Government of Newfoundland would, in his opinion, send to Labrador, with the officer of customs, an armed force sufficient to enable him to seize all goods on which the duties should be refused to be paid.

In the afternoon of the 7th we left Blancs Sablons Bay, and on the following day I landed at St. Augustin, where the fishing-stations of Messrs. Andrew and Michael Kennedy are situated. Their seal fishery had yielded them 120, and their salmon fishing 70 barrels.

Mr. Andrew Kennedy had been engaged in hunting fur-bearing animals, and had killed about £100 worth.

At the posts near St. Augustin, the fishing had been successful. There had been great abundance of cod in the neighbourhood of Chicataca.

Towards noon we continued our voyage to the westward.

On the 9th, a strong contrary wind compelled us to lay to all day, under a foresail. On the 10th we passed the Matchiatick Islands, and on the 12th, at 6 p.m.,

we saw Byron Island in the south west, distant six miles. Near the Bird Islands we fell in with the three-masted vessel, *Indus*, on its voyage from Naples to Montreal. On the 13th we bore up for Amherst harbour. About 11 a.m., being off the grand entrance, I perceived, above the sand banks, the masts of a large ship, which appeared to be those of a ship on shore. I immediately caused a boat to be lowered, crossed the lagoon formed by the sand banks which join Grosse Isle and Allwright's Island, and, arriving near to North Cape, found the bark "*Ethelred*," of 410 tons, from Quebec, Patrick Duncan Master, aground about a cable's length from the beach, having lost her rudder, and having her hold full of water. I offered Captain Duncan all the assistance in my power. He had made the best of two days fine weather, and had succeeded in saving almost all the rigging and other effects belonging to the ship. In a few days, by the help of tackle which I took pleasure in lending him, he stripped the ship of the cordage, sails, and the rest of the effects, which were conveyed to Amherst Harbour, to be sold at public auction for the benefit of the underwriters.

In the evening I proceeded in the boat to Havre aux Maisons, passing the lagoon, and on the 14th I went to Amherst Harbour.

The mackerel was still found in considerable quantities in the Bay of Plaisance. On the 15th one of the officers of *La Canadienne*, with a few sailors, caught more than 300. The boats belonging to the Magdalen Islands still carried on the mackerel fishing with tolerable success. This fish was then in its highest perfection. The white juicy flesh was covered with a layer of fat, and so thick that the greatest care was necessary in curing and salting it, to save it from turning yellow and even spoiling in a few weeks. The American fishermen have acquired great experience in the taking and the sale of this fish. They open it at the back, splitting the spinal column. This enables them, by washing in several waters, to clear away all the blood which lies near the vertebræ. Most of our fishermen have already adopted this method, and now send the fish to market in as fine order as the American fishermen.

I remained in the Bay of Plaisance till the 18th. There were in Amherst Harbor two foreign vessels and seven schooners belonging to the Magdalen Islands which had recently arrived from their fishing voyage on the Labrador coast.

Nearly 300 schooners belonging to the United States had been engaged for two months previously in the mackerel fishery, in the neighborhood of the Magdalen Islands, particularly about Bird Island, Byron Island, and Grosse Isle, south of L'Isle d'Entrée, and at Amherst Island. I was informed by Mr. Fox, the Collector of Customs, that he had, one day, counted nearly two hundred at anchor south of Amherst Island, during a gale from the north. The crews of these schooners had had good success in their fishing.

On the 19th we sailed for Gaspé, and on the 21st, in the evening, I landed at Grand River. I had here the pleasure of seeing several of the principal inhabitants who informed me that the gales from the eastward had been so frequent and so violent, for some weeks, that the fishermen had not been able to reach the fishing grounds more than once or twice, and even on those occasions, with great danger. One boat, manned by two young fishermen who were much respected at Grand River, had not returned after several weeks' absence, and was thought to have sunk on the bank of Miscon. Several boats had been lying-to in the offing for some days, not venturing to approach the shore. There had consequently been but little fish taken since the commencement of September.

I was informed that the School Commissioners of Grand River had great difficulty in collecting from the inhabitants the amount of their assessment. Some still refused to pay, and even threatened personal injury to the bailiff employed to serve process on them. I considered it a point of duty to give out that when the suits should be determined, I should be at Grand River, ready to assist the magistrates, and to protect the bailiff is necessary.

On the morning of the 21st we arrived at Percé and found everything quiet. The effects of the bad weather had also been felt here : several fishing boats had been driven as far as Cape Rosiers, and there had been no fishing for several weeks. The wind being fair, we continued our voyage, Mr. George LeBoutillier, collector of customs at Percé, having business at Gaspé Basin, relating to the duties of his office, took his passage on board of *La Canadienne*. In the afternoon I visited the fishing establishments at Point St. Pierre, and in the evening we anchored off the Sandy Beach in Gaspé Bay.

On the morning of the 22nd there was a dead calm. I landed at Sandy Beach in order to proceed by land to Gaspé Basin, giving orders to the master to take *La Canadienne* into the bay as soon as the breeze should spring up. On my way to Sandy Beach, I passed by twenty boats engaged in fishing with the line for mackerel, which are abundant in this part of the Bay of Gaspé. The fishermen who man these boats reside on the neighboring coast, and have nearly all made a fishing voyage to the north shore.

Those whom I conversed with, informed me that the fishery is usually very productive, and that each boat take on an average ten barrels of mackerel in the autumn, worth from £20 to £25. *La Canadienne* came into the Basin about 1 p. m., and the crew immediately set about getting down the main top-mast, and substituting the fore top-mast in its place, for the purpose of lightening the schooner and so easing the bowsprit when she pitched, as it would have been impossible to find timber suitable for making a new one.

We remained in the Basin till the 28th. I employed myself in visiting the vessels which were taking in cargoes of dry cod in the Basin for the markets of Spain and Italy, principally for those of Cadiz, Naples, Cività Vecchia and Leghorn. Some cargoes are also loaded for Brazil. The weather was not very favorable for carrying on such work. For several weeks they had not been able to put a single cod-fish on board, on account of the continual fogs and rains.

It is well known that if the fish is put on board before it is perfectly dry, or even if after being well dried, it should become damp, it is in great danger of heating and being spoiled in the hold, during the voyage which sometimes lasts more than forty days.

The vessels generally employed in the fish trade are top-sail schooners, brigantines, brigs, and a few barks of from 100 to 400 tons. A few are despatched in the months of August and September. The greater number do not sail before the end of October, November, and even December. In the winter, these vessels often find freights for some of the Mediterranean ports or those of the United Kingdom. They then proceed to Cadiz or Liverpool about the middle of April for a cargo of salt, and return to the coast of Gaspé in the month of May. I also visited the steam saw-mill established by Mr. Shaw, on the western shore of Gaspé Basin.

This mill, which is worked with vertical saws and reciprocating motion, gives almost constant employment to forty men, and turns out every year deals enough to load eight or ten ships which sail to Liverpool and other ports of Great Britain. Mr. Shaw procures the logs for his saw mill from South-west River which falls into the Basin, and from the River St. John. The latter supplies the greater number. The timber is not large, but it is of good quality.

This is, I believe, the first attempt made in this part of the District of Gaspé, to manufacture timber for exportation. I am informed that about the head of the River St. John, yellow pine may be found in sufficient quantity to keep the mill at work for twenty years.

On the 28th, I gave orders to set sail. About nine a. m., I landed at Grande Grave, where there are fishing establishments belonging to Messrs. W. Fruing and Company, and to Mr. William Hyman. I there met with Mr. Paré, the proprietor of a fishing station at Côte St. George. These three establishments employ twenty boats and more than sixty men, who catch annually about 3000 quintals of cod-

fish. They also receive nearly 3000 quintals from the fishermen residing on the coast between the Peninsula and Cape Gaspé, who cure their fish themselves, having in the spring received advances of salt, fishing-tackle, provisions, &c. Most of this cod-fish is likewise shipped to foreign countries. I next put into Point St. Pierre, then into Malbaie, where I found seven schooners, two of which were Quebec pilot boats, and about 7½ p. m., arrived at Percé.

I here saw Mr. Philippe LeBoutillier who informed me La Canadienne was not required on that part of coast; and about 9 p. m., I gave orders to set sail for the Bay of Chaleurs.

The following morning about 6 a. m., we fell in with nearly sixty fishing boats off Grand River on their way to the Bank of Miscon with a fine north-westerly breeze. About 9 a. m., I landed at Pabos, where there is a settlement of fishermen, who own sixteen fishing boats. Nearly all of them pursue their craft on their own account, and receive advances from Mr. Raymond of Petit Pabos, to whom they carry their cod in the autumn.

The Gaspé Mining and Fishing Company, holding 183,000 acres of land, of which 50,000 is at Grand Pabos, 50,000 in the township of Cox, and the rest at Bonaventure, erected large and magnificent buildings, for the prosecution of fishing operations on the coast. They had also lumbering establishments and a saw-mill which gave employment to nearly 500 men, and greatly contributed to the encouragement of trade in this part of Canada.

But a few years after their establishment, they experienced considerable losses and broke up their works, in both departments, fishing and lumbering. Since that period, the fine buildings of this magnificent establishment have remained unoccupied, and the people who lived in that part of Pabos have gone elsewhere.—I am informed that the Company refuse to sell their lands, in lots of 50 or 100 acre, or else ask such prices for them as are far beyond the abilities of the fishermen en general to pay. Accordingly the district is inhabited by fishermen who do not meddle with agriculture. The land west of Pabos is, however, good in quality and capable of being converted into fine farms.

I next proceeded to Newport, situated four miles from Grand Pabos. Between these two places, the coast is on some spots low, with a fine sandy beach, in others high and precipitous. Half way is *Anse aux Canards* where fishing-boats find shelter.

At Newport Bay, which is sheltered from all winds except the south, are the fishing establishments of Mr. Charles Kelly, and Mr. Philip Hammond, which employ twenty fishing boats. These bring in about 2500 quintals of codfish. On arriving at Mackerel Point, which is the western boundary of the County of Gaspé, we find on islands near the mainland, several establishments, employing ten fishing-boats.

From Mackerel Point to Port Daniel, the coast is bold and safe. A vessel may keep within two cables' length, in sailing along shore. Port Daniel is a magnificent bay, enclosed by high wooded hills. It is about a mile and a half long, by a mile in width; and vessels of the heaviest burthen may, by keeping near the north shore of the bay, find good anchoring ground in six or eight fathoms, well sheltered from all winds except the south-east, which blows full upon it.

Three considerable streams empty themselves into Port Daniel, these are North and East Rivers, which join before reaching the sea, and West River. Ships cannot get into any of these rivers; but fishing boats go in loaded, and lie in perfect safety.

Mr. McPherson, the officer of customs at Port Daniel, whom I had the pleasure of meeting, informed me that at the commencement of the season, codfish had been abundant near the coast, and that a large quantity had been taken with capelin bait; but that towards midsummer the fishermen had been obliged to go to the bank of Miscon finding no more fish on the coast. The twenty-five fishing boats belonging to Port Daniel had taken from 100 to 120 quintals of codfish each.

Salmon nets are set at Port Daniel, and about 60 barrels of fish are taken.—

On one of the rivers likewise, lumbering is carried on. One saw mill had turned out three cargoes of deals and boards which had been sent to St. John's, Newfoundland.

The land is excellent in the neighbourhood of Port Daniel, and nothing is wanting to render this part of the County of Bonaventure a fine agricultural country, but active and intelligent husbandmen.

At six p. m., I returned on board, and we set sail for the Bay of Chaleurs, with an easterly breeze.

The following day, I landed at Bonaventure. I entered the river in my boat and found three schooners loading with codfish. The River Bonaventure, which has a long course, forms, just before it falls into the sea, a magnificent basin, where 30 schooners may anchor and remain sheltered from any wind. Below this it divides into several channels, of which one only is practicable for vessels drawing more than nine feet. There are now no large codfishing establishments at this place. Since the fish seem to have left the interior of the Bay of Chaleurs, the fishermen have usually gone to pursue their calling on the north shore, in Boule Bay and the Bay of Seven Islands. But if the codfishery is but little followed at this place, the herring fishery is carried on extensively. More than 3000 barrels of this fish are taken every year in the nets, spread along the shore, by the inhabitants between Bonaventure and Maria. However, the population of this section of the District of Gaspé are more devoted to agriculture than to fishing and seem to be in easy circumstances. The land is naturally fertile, and the sea weed cast upon the beach by the autumnal gales, furnishes abundance of manure.

An American house, established two years ago at Bonaventure, carries on a considerable business. Mr. Savage, the agent for this house, informed me that his exportations to the United States, in the present year, will amount to 3000 barrels of herrings, and more than 1000 quintals of codfish.

Towards noon, I returned on board, and at 5½ p. m. landed at Carleton. There I was informed that Mr. Verge, the Crown Lands Agent, was gone to the River Ristigouche, where there would be on the following day at the mission, thirty miles from Carlton, an exhibition of animals and of agricultural productions, which would be attended by the principal proprietors and farmers in that part of the County of Bonaventure, whom it would be desirable that I should meet. I forthwith took steps to attend. Having taken a pilot, I gave orders to sail as soon as possible, and on the 1st October we weighed anchor with a strong breeze from the east.

At 7½ a. m., we passed by Dalhousie, and at 10 a. m. cast anchor opposite to the Mission Church, just where the River Ristigouche ceases to be navigable. The exhibition was held on the Indian Lands near the Church.

It was not very large, as the bad state of the roads had prevented many of the inhabitants from going, but all classes both of animals and productions were represented and that very respectably. The cattle were of the purest English breeds.

The grain and roots were as large and as good in quality as we find them in the best cultivated parts of Canada. Messrs. Fraser and Busteed, who are settled on the River Ristigouche, and Messrs. Verge and Mann of Carlton, informed me that the soil is fertile all along the River Ristigouche and Metapediac; and they are quite of opinion that if good roads were opened along their banks, settlements of farmers would be immediately formed who would find in the lumbering establishments on those two rivers a ready market for their produce, and good prices for their salted provisions at Campbellton, Dalhousie, Carlton, and New Carlisle.

The following day at two p. m. we weighed anchor; but were compelled by a calm to pass the night opposite Dalhousie. I was informed that since my last visit no vessels had come to discharge ballast, near the Canadian shore of the River Ristigouche.

On the 3rd I landed at Point Magouacha and proceeded to Carlton by land.—La Canadienne was delayed by the calm, and did not reach the roadstead at Carlton before 7, p. m.

In spring and autumn, a considerable herring fishery is carried on between Point Magouacha and Carlton. Nets are universally used, which method of fishing insures the fine quality of the fish. The quantity taken is estimated at nearly 2,000 barrels.

A salmon fishery is also carried on at Point Magouacha, Carlton, New Richmond, and several other places on the coast.

Six hundred barrels of this fish are computed to be taken on the Canadian shore between Bonaventure and the first rapids of the River Ristigouche. Cod formerly appeared in considerable quantities in Carlton Bay, and the inhabitants carried on the fishery on a large scale; but for twenty or thirty years past, it has become so scarce, that the fishermen have been driven to farming for a livelihood. This has been a fortunate circumstance for them, for the land round this part of the bay is very good.

Lumbering is carried on also at Carlton and in its neighborhood: thirty cargoes of boards, shingles, laths, &c., are exported yearly from this place and Maria to Halifax, the greater part by Mr. John Meagher of Carlton.

On the 4th October we left Carlton and proceeded to New Carlisle. At Paspebiac the people were very busy shipping their codfish for Brazil, Spain and Italy. Eleven vessels were in the roadstead belonging to the houses of Robins & Co., and LeBoutillier & Brothers.

I went on board of a brig recently launched, built by Robins & Co., in their ship-yard here, under the direction of Mr. L. Bruce, ship-builder. The timber principally used in its construction was birch and tamarack, the principal timbers, as the stern, and the stern-posts were of English oak. The masts were mostly of Baltic pine. As this vessel is to be employed in the fish trade, everything has been done to make it staunch and durable, and at the same time, a fast sailer. It was the forty-fifth vessel built by the house at Paspebiac, and was certainly as fine a merchant-brig as ever was built.

On the 7th, in the evening, I arrived at Percé. The autumn fishery had commenced, and promised to be very successful in many places on the coast. We fell in with the largest number of fishing boats off Grand River.

On the 8th I visited the fishing establishment at Malbaie and Point St. Pierre. All were engaged in shipping the dry cod. Two vessels were loading at Malbaie, and one at Point St. Pierre. No foreign fishermen had been seen on the coast for several weeks.

On the 10th we set sail for the Magdalen Islands.

On the 11th, in the morning, we cast anchor in the bay of Plaisance. At Amherst Harbor there were five schooners, belonging to the Magdalen Islands, preparing to set sail for Halifax with cargoes of codfish, and four at Hâvre aux Maisons, taking in fish for the Quebec market. I visited all the fishing establishments, and found quiet and good order everywhere.

The cod fishery had been successful at the different points on the coast. A great many fish were still taken on the south side of Amherst Island, and at L'Etang du Nord. The fishermen whose vessels had been lost at Green Island, had succeeded in getting back to the Magdalen Islands in schooners belonging to Hâvre aux Maisons, but with very little fish. It was thought, however, that they had enough to enable them to procure their provisions for the winter. I had the pleasure of attending a meeting of the Municipal Council of the Magdalen Islands, at which by-laws were passed for the preservation and protection of the important fisheries of the Bay of Plaisance. I annex to this report a copy of those by-laws, given to me by Mr. Delisle, Secretary-Treasurer of the Municipality.

It will be seen that, by a resolution of the Municipal Council, I am requested to represent to the Government that it is highly important that the Government schooner should be at the Magdalen Islands, during the herring fishery, at the beginning of May.

I stated, in my report of last year, my belief that the 10th May was the proper period at which *La Canadienne* should arrive in the Bay of Plaisance; but, since the Municipality of the Islands have passed by-laws to regulate the fisheries, it will be necessary that the magistrate in command of the Government vessel, should arrive at Amherst about the 1st June at latest in order that he may take measures to enforce the by-laws in question.

On the 15th we left the Bay of Plaisance to proceed to the coast of Gaspé. In rounding Entry Island with a strong north-west breeze, we fell in with fifteen schooners of the United States, at anchor under the lee of the Island. These were engaged in fishing for mackerel off the Magdalen Islands and near the Island of Cape Breton.

During the afternoon of the 16th, the gale obliged us to come to an anchor south of Amherst Island, together with three vessels bound for Quebec. At this part of the Island there are three places at which the cod fishery is carried on with energy: the Basin, the Mill, and Cabin Cove. Fifty boats are engaged in it, each with two hands, and the aggregate take is about 5,500 quintals of codfish.

The dogfish abounds near the coast of this part of Amherst, and is caught for its excellent oil, which sells at the same price as seal oil. I learned that about 6,000 gallons of this oil are made in the Magdalen Islands. Occasionally, in the months of March and April, the field-ice hangs around the west point of Amherst Island, and near the rock called *Corps Mort*, and the inhabitants of the coast take the young seals which are often found on it in great numbers.

On the 17th, in the evening, we weighed anchor, and the next day at 9½ p.m. arrived at Percé. I paid my first visit to the fishery establishments at this place, the most considerable being that of Mr. John Le Boutillier at north-east Cove, and that of Robin & Co. at south-west Cove. More than 300 men are employed about these establishments; of whom two-thirds are engaged in the cod fishery off Percé, and on the bank of Miscou, and the others in the buildings, in curing the fish. There is yearly sent from Percé to foreign countries, or to Quebec and Montreal, nearly 25,000 quintals of dried and green codfish. No place on the coast of Gaspé is better situated for the cod fishery than Percé. At the commencement of the season a great abundance of the fish is found either in the strait formed by the main land and the Island of Bonaventure, or round the Island, or on certain banks, lying only 9 or 10 miles from the shore.

Towards the close of the summer, and before the autumn fish make their appearance, it is easy for the fishermen from this place to proceed to the bank of Miscou, where, I am assured, there is always a great abundance of very fine cod. The capelin, herring, mackerel and squid, which are used as bait for cod, may almost always be taken readily in the neighborhood of Percé. It would appear, therefore, that Percé ought to have become the most important fishing station on the shores of the Gulf of St. Lawrence; and, doubtless, it would have been so, had it possessed a harbor capable of receiving and sheltering the vessels bringing salt, fishing tackle, provisions, &c. or coming to load with the fish exported thence to foreign countries or places within the Province. But, unfortunately, the roadstead at Percé, where vessels are forced to anchor in the open sea, is sheltered only from the land winds. Those blowing on shore raise so heavy a sea, that it is almost impossible for any ship to hold in the spring and autumn, even with the strongest cables and the heaviest anchors.

In summer, it is possible to remain at the anchorage, with light winds from seaward; but at such times it is very difficult to lay boats alongside the wharf on account of the surf. Whenever a heavy gale blows from seaward, the fishermen are obliged to haul their boats high and dry on the beach. It is easy to imagine the difficulty which they experience in placing boats of 18 or 22 feet keel and 7 feet beam very substantially, and therefore, very heavily built, beyond the reach of the breakers, and the loss of time occasioned by such exertions.

In the present state of things, therefore, it is improbable that Percé will ever become a very important seaport.

Far different, however, would be the case if the Government should cause to be constructed, in one of the two Coves, a jetty of crescent form, behind which fifty or sixty vessels of all sizes might be moored. I am informed that such a work offers but few difficulties, as all the necessary materials might be found in the neighborhood of Percé. With a harbor, accessible at all times, and by all kinds of vessels, Percé would become the great mart for the fish trade along the Canadian coast of the Gulf of St. Lawrence.

It would become, moreover, a harbour of refuge in the great storms from the east and south-east, for vessels in the Gaspé coasting trade, and for those which, bound from Quebec to the Lower Provinces, are wind-bound off Cape Bonaventure.

This suggestion relative to the erection of a jetty at Percé is, I feel sure, deserving of the attention of the Government, and I venture to hope that it may receive some consideration.

On the 20th, in the morning, I visited Malbaie and Point St. Pierre, and then proceeded to Gaspé Basin. At the latter place the business of loading vessels with dry cod fish for Cadiz, Naples, &c., was proceeding briskly. About half the vessels loading belonged to the island of Jersey, the rest to different points along the coast of Gaspé.

It is now proper to make a few observations on the whale fishery, which is carried on in the Gulf of St. Lawrence by fishermen who are settled in Gaspé Basin and the neighbourhood.

Eight schooners, of which I here give the names, are employed in this undertaking :

NAMES.	TONNAGE.	OWNERS.
Defiance	65	W. Annett & Co.
John Stewart.....	76	Charles Stewart.
Breeze	45	Harbout and Miller.
Violet.....	39	Henry Suddard.
Elizabeth	52	John Le Boutillier.
H. R. S	59	William West.
Perseverance	69	Coffin and Annett.
Rambler.....	50	Wm. Baker & Co.
	455 tons.	

These vessels, manned by eight or ten hands each, and carrying two boats called whale Boats, are fitted out in Gaspé Harbour, principally at the establishment belonging to Mr. John LeBoutillier. The whale fishery commences in the Gulf about the 1st June.

Whales are met with in almost all the lower parts of the River and the Gulf of St. Lawrence, but more especially on certain banks to which they resort in shoals, doubtless because they find abundant food in those places.

Among the species of whales which frequent the Gulf of St. Lawrence four are most remarkable: the black whale, the humpback, the sulphur-bottom, and the fin-back.

The black whale, which is by far the most valuable, is unfortunately not the most numerous; a few only are met with. In seven or eight years I believe no more than four or five have been killed on our coasts. The humpback, yielding

from ten to eighty barrels of oil, is found in considerable numbers in the Gulf of St. Lawrence, and is easily killed; the capture of this species is the principal object of the vessels fitted out at the port of Gaspé. The sulphur-bottom and the fin-back are very difficult to take, on account of their rapid movements when they feel the harpoon. Accordingly, I am informed that it is always necessary to wound them with the lance before harpooning them; moreover they yield comparatively very little oil.

The most favorable places in the Gulf for the pursuit of the whale, are the Mingan Shoals, situated between North Cape in the island of Anticosti, and the river St. John on the north shore, and St. John's Shoal lying in a channel in the straits of Belleisle, between St. John's Island on the coast of Newfoundland, and Great Mecatinna Island on the coast of Labrador. According to Mr. Stuart, one of the most experienced persons engaged in the whale fishery of Gaspé, whales pass the winter on the north-east coast of the United States, and do not resort to the Gulf of St. Lawrence before the end of May. Nearly all the females have at that time a young one, which they guard with great affection, and defend furiously when it is in danger. Accordingly our fishermen do not venture to attack a young whale when its mother is at hand to defend it.

I am told that the number of whales resorting to the Gulf of St. Lawrence has perceptibly diminished within a few years; more especially has this been remarked since the unfortunate adoption of the habit of using the Congreve rocket gun in killing them, by which method a great number are destroyed to no purpose.

Our fishermen, making use only of the harpoon, succeed in killing only a limited number of whales yearly, which they almost always succeed in securing and towing to their vessels, where they cut them up. This is not the case with those persons who use the rocket gun.

The American whalers, who for two years past have come to the whale fishing in the Gulf of St. Lawrence, with two schooners, have, according to the report of our fishermen engaged in the same pursuit, killed, with the guns above mentioned, from thirty to forty whales yearly, and have not succeeded in securing more than six or eight.

This result is easily explained. The rocket being thrown with great force by means of the gun, explodes in the body of the whale, and produces so destructive an effect in the viscera, that the wounded animal expires almost instantaneously and sinks to the bottom. It is only when the whale is loaded with fat, or has been merely wounded, that it can be towed by means of a harpoon to the side of the vessel; in all other cases it is lost.

It is true that the evil carries its own cure; that is to say, in a few years the abortiveness of this method of conducting the fishery will be generally felt, and it will be discontinued; but in the meantime there will be made, almost without any profit, so great a havoc among the whales, that they will ultimately disappear altogether from the Gulf of St. Lawrence, as within about fifty years the walrus or sea-horse has disappeared. This animal, at the time of the discovery of Canada, and even eighty or a hundred years ago, swarmed in immense herds on the coasts of the Magdalen Islands and of the Bay of Chaleurs.

It is, in my opinion, of some importance, if not a violation of treaties existing between Great Britain and the United States, that a law should be passed prohibiting, under heavy penalties, the use of Congreve rocket guns, or of any other instrument in fishing which may cause the destruction of a great number of animals without a profitable result.

On the 21st October I sat, with Mr. John LeBoutillier, on a case of assault and battery. One of the seamen of "La Canadienne" acted as constable. I also took on board, in order to give them a passage to Quebec, twelve sailors of the bark "Queen," of Hull, which was wrecked on the 26th September, on the island of Anticosti; and, having made my acknowledgments to Mr. Belleau, the Collector of Customs at Gaspé, whose zeal in the performance of his duty, is too well known,

for the useful information which he had communicated to me, relative to the fisheries carried on, on the coast of Gaspé, I gave orders to make sail for Quebec.

On the 22nd we were compelled, by a heavy gale from the north-west, to lay to off Cape Rosiers.

On the 23rd, when off Magdalen River, we took on board a pilot from the bark "Elizabeth," which was obliged, by bad weather and the lateness of the season, to put into the harbour of Richibuctoo, and on the morning of the 25th we cast anchor in the harbour of Quebec, after one of the shortest passages ever made in a sailing vessel between the island of Anticosti and Quebec.

In perusing the preceding report of the cruise of LaCanadienne in the Gulf of St. Lawrence for the protection of the fisheries and of the public revenue, and for the maintenance of peace and good order on the coast in general, and particularly in the harbours and roadsteads where the fishermen are assembled in great numbers, it will be seen that the Government Schooner was absent from Quebec, during the season of 1856, 165 days, that she arrived at Percé on the 16th May, and left Gaspé Basin on the 21st October, and that, consequently, she was cruising on the coasts of the Gulf of St. Lawrence 158 days.

Of the 165 days, during which the cruise continued, La Canadienne was about 108 days in the principal harbours and the most important fishing grounds, of the coast of Gaspé, of the coast of Labrador, and of the Magdalen Islands.

The remaining 57 days were employed in sailing from one place to another, along a coast 700 miles in extent. The several places were visited as follows :

The Magdalen Islands, five times.

North Shore and Labrador, twice.

Bay of Chaleurs, three times.

Bay of Gaspé, three times.

In order to visit all these places, it was necessary to sail a distance exceeding 6000 marine miles, reckoning the courses taken in tacking, or 4857 marine miles in a right line. This makes an average distance exceeding 100 miles per day.

And now, if the Government will deign to take the following facts into consideration :

That the Government Schooner is a sailing vessel.

That, in the summer season, calms are frequent in the Gulf of St. Lawrence.

That the fogs, which generally come up with the south-west wind, often obliged us to lie under a foresail.

That frequently, during the night, we were obliged to make useless tacks, when we were near a dangerous coast, on which there was no light house.

I trust it will be seen that it was impossible to do more for the protection of the fisheries, and of Canadian interests, in the Gulf of St. Lawrence.

On all occasions when I met the public functionaries of the coast of Gaspé and of the Magdalen Islands I tendered my services and those of the armed force under my orders. I likewise put in as frequently as possible at Percé, (where the mails from the different villages on the coast intersect each other going and coming) in order that those persons who needed my assistance might find an easy means of communicating with me.

It was my constant endeavor to preserve the strictest discipline on board La Canadienne, and I aimed at all times to give to the schooner that look of a vessel of war which is absolutely necessary to impress seamen and fishermen, both British and foreign, with respect, no law but that which is enforced by an armed vessel being understood or respected by them.

I required all the sailors attached to LaCanadienne to appear, when on shore in uniform, and so to conduct themselves that they might inspire the inhabitants of the coast with respect and confidence.

Whenever we happened to be, on Sunday, in ports where there were churches, I attended mass with all the seamen who could be spared from the service, in full dress, under the orders of the gunner of the vessel.

In short, I did everything to give LaCanadienne that respectability of character, if I may be permitted to use the term, without which it would be almost impossible for the magistrate in command to enforce the laws and regulations relating to the fisheries, and to maintain peace and good order on our coasts and in our seaports.

I am happy in being able to say, that within my knowledge, not a single depredation or act of spoliation has occurred on our coasts, as in times past; that our fishermen have no where been molested by foreigners; and that there has been no disturbance in any port or roadstead to which either British or foreign fishermen are wont to resort in numbers.

In concluding, I consider it a point of duty that I should add a few words relative to the necessity of passing a special law for the fisheries of the coast of Labrador, and particularly for the sedentary seal fishery, establishing in a permanent manner, the limits of each fishery, and determining how near to such limits any fishermen, whether British or others, carrying on other kinds of fishing, may of right approach.

The most eligible measure to settle this question would perhaps be the appointment of several Commissioners, selected from among the most experienced fishermen on our coast, or on the coast of Newfoundland, who should, together with the Magistrate, visit all the fishing stations, and assign their limits.

With respect to the fisheries on the coast of Gaspé and the Magdalen Islands, where Municipal Councils are organized, it appears that it would be better to leave to them the business of making by-laws and regulations for the preservation of their fisheries, most of the members being owners either of fishing establishments, or of vessels employed in the fisheries.

A still better plan, would be the passing of a general law to regulate the fisheries throughout the whole Province, and to authorize the Governor-General in Council to make by-laws, on the recommendation and suggestion of the Municipal Councils of Counties where fisheries are carried on, or of the officers charged with the superintendence and protection of the fisheries.

The whole respectfully submitted.

(Signed,)

P. FORTIN.

EXTRACTS from the Log Book kept on board *La Canadienne* during the season of 1856.

MAY.

13. Left Quebec.
16. Arrived at Percé.
17. Left Percé.
21. Arrived in the Bay of Plaisance.

JUNE.

13. Left the Magdalen Islands.
15. Arrived at Percé at 11 a.m.
16. At Percé, at Point St. Pierre, 9 a.m.
17. Arrived at Gaspé Basin.
19. Left Gaspé Basin. At Point St. Pierre.
20. At Percé. Sailed for the Magdalen Islands.
22. Amherst Harbour. Set sail for Gaspé Basin.
24. Arrived at Percé at 10½ p.m.
25. Arrived at Gaspé Basin.

JULY.

2. Left Gaspé Basin. At Percé at 1 p.m.
3. Set sail for the Bay of Chaleurs.
5. At Carlton.
7. At New Carlisle.
8. At Paspébiac.
9. At Percé.
11. Set sail for Labrador.
12. At the East Point of the Island of Anticosti.
13. At Natashquan at 10 a.m. Left at 5 p.m.
15. At Mingar at 11 a.m.
- 16 & 17. Contrary winds. Engaged in taking in wood and water.
18. Left Mingan at 5½ a.m. Anchored at Point Esquimaux at 8 a.m. Fog and contrary winds.
19. Contrary winds.
20. Weighed anchor.
24. Arrived at the *Anse aux Blancs Sablons*.
27. Left the *Anse aux Blancs Sablons*.
28. At La Tabatière, Mutton Bay and the Whale's Head.

AUGUST.

2. Arrived at Percé.
4. Set sail for the Magdalen Islands.
7. At *Havre aux Maisons* and Amherst Harbour.
10. Set sail for Byron Island.
12. At *Havre aux Maisons* and Amherst Harbour.
15. At Percé 10 a.m.
17. At Island of Bonaventure.
19. At Cape Cove.
20. At Coin du Cap.

21. Sailed for the Bay of Chaleurs.
22. At Carleton and Dalhousie.
24. At Carleton.
26. At New Carlisle and Paspébiac.
27. At Paspébiac, Grand River, *L'Anse du Cap* and Percé.
28. Percé, Point St. Pierre and Cape Rosiers.
29. At Grand Etang, Fox River and Griffin Cove.
31. At Shelldrake River, on the North Shore.

SEPTEMBER.

1. At Mingan.
3. At Natashquan.
5. At *L'Anse des Dunes* in Bradore Bay, and *L'Anse aux Blancs Sablons*.
7. Set sail from *L'Anse aux Blancs Sablons*.
8. At St. Augustin.
12. At Bird Islands.
13. At the Magdalen Islands and Cape North, where the bark Ethelred was wrecked.
14. At *Havre aux Maisons* and Amherst Harbour.
18. Left Amherst Harbour.
20. Arrived at Grand River 6 p.m.
21. At Percé, at Point St. Pierre and *Banc de Sable*.
23. At Gaspé Basin.
28. At *Grande Grève*, Point St. Pierre, Malbaie and Percé.
29. At Pabos, at Newport and Port Daniel.
30. At Bonaventure and Carlton.

OCTOBER.

1. At Dalhousie, at *La Mission* and Ristigouche.
2. At Dalhousie.
3. At Point Magouacha, *Rivière Nouvelle* and Carlton.
4. At Carlton and New Carlisle.
5. At Paspébiac.
6. Left Paspébiac at 11 a.m.
7. At Grand River.
8. At Percé, Malbaie and Pointe St. Pierre.
9. At Malbaie and Percé.
10. Set sail for the Magdalen Islands.
11. Arrived at the Bay of Plaisance.
13. At Amherst Harbour.
14. At *Cap aux Meules*.
15. Left *Cap aux Meules*.
16. Anchored South of Amherst Island.
17. At the Mill, Magdalen Islands, set sail at 7 p.m.
19. At Percé, Malbaie and Point St. Pierre.
20. At Malbaie, Point St. Pierre and Gaspé Basin.
21. At Gaspé Basin, set sail for Quebec at 2 p.m.
25. Arrived at Quebec at 5 a.m.

DISTANCES run by the Government Schooner *La Canadienne* during the season of 1856, from 13th May to 25th October.

	Marine Miles.		Marine Miles.
From Quebec to Percé.....	377	From Carleton to Dalhousie.....	10
From Percé to the Bay of Plaisance.....	146	From Dalhousie to Carlton.....	10
From Amherst Harbour to Havre aux Maisons three times.....	72	From Carlton to New Carlisle.....	33
From the Bay of Plaisance to Percé.....	146	From New Carlisle to Paspebiac.....	4
From Percé to Gaspé Basin.....	28	From Paspebiac to Grand River.....	44
From Gaspé Basin to Percé.....	28	From Grand River to Cape Cove.....	6
From Percé to the Bay of Plaisance.....	146	From Cape Cove to Percé.....	8
From the Bay of Plaisance to Percé.....	146	From Percé to Cape Rosiers.....	24
From Percé to Gaspé Basin.....	28	From Cape Rosiers to Grand Etang.....	30
From Gaspé Basin to Percé.....	28	From Grand Etang to Fox River.....	18
From Percé to Paspebiac.....	55	From Fox River to Griffin Cove.....	5
From Paspebiac to Carleton.....	37	From Griffin Cove to Shelldrake River.....	84
From Carleton to New Carlisle.....	33	From Shelldrake to Mingan.....	36
From New Carlisle to Paspebiac.....	4	From Mingan to Natashquan.....	85
From Paspebiac to Percé.....	55	From Natashquan to <i>L'Anse aux Blancs Sablons</i>	206
From Percé to East Point of the Island of Anticosti.....	128	From <i>L'Anse aux Blancs Sablons</i> to St. Augustin.....	56
From East Point of Island of Anticosti to Natashquan.....	65	From St. Augustin to Grand Mecatinna.....	24
From Natashquan to Mingan.....	85	From Grand Mecatinna to East Point of Anticosti.....	150
From Mingan to Natashquan.....	85	From East Point of Anticosti to the Bay of Plaisance.....	128
From Natashquan to <i>L'Anse aux Blancs Sablons</i>	206	From the Bay of Plaisance to Grand River.....	150
From <i>L'Anse aux Blancs Sablons</i> to Grand Mecatinna.....	77	From Grand River to Percé.....	12
From Grand Mecatinna to Cape Whittle.....	58	From Percé to Gaspé Basin.....	24
From Cape Whittle to East Point of the Island of Anticosti.....	92	From Gaspé Basin to Percé.....	24
From East Point of the Island of Anticosti to Percé.....	128	From Percé to the Mission.....	120
From Percé to the Bay of Plaisance.....	146	From the Mission to Percé.....	120
From the Bay of Plaisance to Byron Island and back.....	96	From Percé to Point St. Pierre and back.....	24
From the Bay of Plaisance to Percé.....	146	From Percé to the Bay of Plaisance.....	146
From Percé to Carleton.....	92	From the Bay of Plaisance to Percé.....	146
		From Percé to Gaspé Basin.....	24
		From Gaspé Basin to Cape Gaspé.....	16
		From Cape Gaspé to Quebec.....	357
			4857

DISTANCES between various places in the River and the Gulf of St. Lawrence.

	Marine Miles.		Marine Miles
NORTH SHORE.			
From Quebec to Bic.....	140	From Gaspé Basin to Point St. Pierre...	18
From Bic to Pointe des Monts.....	80	From Point St. Pierre to Percé.....	8
From Pointe des Monts to the Seven Islands.....	64	From Percé to Paspebiac.....	55
From the Seven Islands to Mingan.....	91	From Paspebiac to Carlton.....	37
From Mingan to Natashquan.....	85	From Carlton to Dalhousie.....	10
From Natashquan to Cape Whittle.....	71	From Dalhousie to the Mission.....	18
From Cape Whittle to Grand Mecatinna.....	58	From Percé to the Mission.....	120
From Grand Mecatinna to <i>L'Anse aux Blancs Sablons</i>	77	MAGDALEN ISLANDS.	
From Quebec to <i>L'Anse aux Blancs Sablons</i>	666	From Percé to the Bay of Plaisance....	146
		From Amherst Harbor to Havre aux Maisons.....	12
		From Amherst Harbor to Bird Islands..	48
		From Amherst Harbor to East Point of the Island of Anticosti.....	128
		From Amherst Harbor to Cape Whittle..	198
		From Amherst Harbor to <i>L'Anse aux Blancs Sablons</i>	333
SOUTH SHORE.			
From Quebec to Bic.....	140	ISLAND OF ANTICOSTI.	
From Bic to Cape Chat.....	95	Length of the Island of Anticosti.....	
From Cape Chat to Cape Gaspé.....	122	From East Point of the Island of Anticosti to Percé.....	
From Cape Gaspé to Percé.....	20		
From Quebec to Percé.....	377		
From Cape Gaspé to Gaspé Basin.....	15		

GASPÉ BASIN, 11th June, 1856.

P. FORTIN, Esquire, J. P.
&c. &c. &c.

SIR,—I have to ask your assistance to enable me to have executed a writ of seizure and attachment issued out of the Superior Court of the District of Gaspé, in a case wherein J. & J. Mitchell of Montreal, (acting through me as their duly constituted Attorney) are Plaintiffs, and Mr. Eden, Lloyd's agent and others are Defendants. I have a bailiff here with me, but they oppose force and numbers to law, in fact I find them a most lawless set, and blame Lloyd's Agent for all the trouble and annoyance I have had. Mr. Winter, to whom I have written by this mail, the Prothonotary of the Court, will, I have no doubt, give you any information you may require in this matter, and if necessary, invest you with full power to act on his behalf.

If you can make it convenient to come so far as the Basin, you will render an essential service to the underwriters and owners of the Brigantine "Piscator" and cargo, wrecked last fall at Anticosti, confer a great boon on the whole coast and district of Gaspé, and by your presence and assistance, cause the majesty of the law to be respected. In the hope that you will avail yourself of an opportunity of again proving that the schooner *LaCanadienne* and her commander are of great and essential service to the country, as well in the protection of wrecked property, as of the coasts and fisheries, believe me with kind regards,

My dear Sir,

Yours, &c. &c. &c.,

C. W. JONES,
Acting for shippers and underwriters,
of Cargo of "Piscator" and vessel.

ST. ANNE'S, 20th June, 1856.

P. FORTIN, Esquire, J. P.

&c. &c. &c.

H. M. S. La Canadienne.

SIR,—I set off to day at 4½ A. M., for New Carlisle, in order to take out a writ of *saisie en revendication* and of *saisie arret*. As I expect resistance from certain parties of Gaspé Basin with whom I have already had dealings, I should be very glad of your presence here on my return.

I shall be at Percé on Monday evening at the latest.

I am Sir,

Your humble servant,

(Signed,)

C. W. JONES.

GASPÉ BASIN, 28th June, 1856.

P. FORTIN, Esquire, J. P.

&c. &c. &c.

DEAR SIR,—Having closed my business here and being about to leave, I cannot do so without thanking you in the name of the underwriters of the Brigantine "Piscator" and of the shippers of the cargo by that vessel, for the prompt and efficient services you have rendered me, while acting as their agent here. Although I have not succeeded in recovering the whole of the property which I came to look after, there being no competent authority here, to enforce the writ of seizure which I held at the time when the sale of the goods took place, if I except Mr. John Eden, Lloyd's agent, at whose instance the wrecked goods were sold, and Mr. Penhard, who had a claim on them for storage, both of them magistrates, and present when the Bailliff attempted to seize; yet, Sir, I am quite satisfied, had the parties unlawfully detaining the goods, suspected you were so near at hand, that I should have had no difficulty whatever, and I am fully persuaded, that at the time I made the second seizure and recovered the balance of the goods and ship's materials, these parties were convinced you were not far off, and having been here already at my request, unfortunately too late, they no doubt surmised you might possibly be back again, to enforce the law, and if necessary deal with them in a summary manner.

I have no hesitation in affirming that the proximity of "La Canadienne" has been of essential service to me, and that her presence on this coast has a most salutary effect in repressing acts of piracy and lawlessness, such as the present.

In conclusion, Sir, I shall be very happy at any time to bear testimony to the efficiency of the vessel under your command, and with many thanks for your kindness and intentions in my behalf, believe me,

My dear Sir,

Yours, very respectfully,

C. W. JONES.

Acting for underwriters,
and shippers "Piscator."

PERCÉ, 2nd July, 1856.

P. Fortin, Esq.,

Schooner "Canadienne."

SIR,—Since I had the pleasure of speaking to you this morning, I have been informed that two or three of our men, who are engaged to us for the season, had plotted together and meant to give us the slip during the night, on board an American schooner now lying at anchor in this road.

I have reason to believe that said information may prove too true, because the master of said schooner was observed with our men during the forenoon stating that he was short of men on board the schooner, offering high wages for those who would join him, which is an inducement for some to run away from us.

Therefore the protection you may be able to render us in preventing such occurrence, I respectfully claim of you.

I remain, Sir,

Your humble and obedient servant,

EDWARD DELAPERELLE,

Agent for Chas. Robin & Co.

MUNICIPALITY, MAGDALEN ISLANDS, October 15th, 1856.

SIR,—By order of the Municipal Council, I beg to hand you copy of By-laws for the regulating the fisheries, which they hope you will be kind enough to lay before the Government of Canada on your return to Quebec, and also hope you will use your best endeavours, that they may have the advantage of your valuable services in carrying them into effect next year.

I am, Sir,

Your most obedient servant,

CHARLES DELISLE.

Sec. Treas.

Capt. Fortin,
Schooner "La Canadienne."

COPY of By-laws passed at a Special Meeting of the Municipal Council of the Magdalen Islands, October 15th, 1856.

Resolved, that the following By-laws be passed for the regulating of the fisheries.

Carried unanimously,

That it shall not be lawful for any persons or persons to set any net or nets, for the taking of mackerel or herring, to the eastward of a line drawn from the north-west end of the cape, forming the entrance to Amherst Harbour, to Grindstone Cape, on Grindstone Island, in order to allow the fish a free passage into the Bay, and leave a free entrance for vessels into the Harbour.

Provided also, that it shall be lawful to set nets from the north point to the east point of Entry Island at a distance not exceeding one mile from the shore, also from opposite the Chapel at House Harbour to the East Cape of the Magdalen Islands at a distance not exceeding one mile from the shore.

That nets shall not be set nearer to each other than to allow not less than fifty clear feet from the tail of the net or nets (or end furthest from the mooring buoy,) so that the net or nets may be enabled to swing with the tide or wind perfectly clear of each other.

That all ballast brought in vessels to Amherst Harbour shall only be thrown out at a place or places appointed by the Municipal Council.

That no vessel or vessels shall be allowed to anchor to the north-east of a mark, buoy or buoys, placed off the entrance of the inner harbour, so as not to prevent free passage into the said inner harbour.

That all infractions of the aforesaid By-laws shall be under a penalty not exceeding five pounds currency.

That to enable the Municipal Council to enforce the said By-laws, Captain Fortin be requested to lay before the Government the necessity of the early appear-

ance of the Cutter La Canadienne in the Spring, say in time for the commencement of the herring fishing at the opening of the navigation, and to remain until the termination of the mackerel fishing, as without assistance they, the said Council, would not be able to put said By-laws in operation.

That La Canadienne was here during the mackerel fishing, but not early enough for the catch of herring, being the time when most vessels come to these Islands, and assistance is most required.

I certify that the above is a true copy from the minutes of the Board.

CHARLES DELISLE,
Sec. Treas.

MAGDALEN ISLANDS, 15th October, 1856.

SIR,—On your departure to lay up the Government schooner La Canadienne, in her winter quarters, we, the undersigned magistrates and notables of the Islands, beg to state that your vessel here, during the summer months, has been of great service in the maintaining of order, and enabled us, the magistrates especially, to carry out the administration of the laws as from time to time called upon so to do, which we should not have been able, had we not had some efficient force to support us. And we beg also to hope that the Canadian Government will continue the protection afforded by your schooner in future years.

We remain, sir,

Your most obedient servants,

CHARLES DE LISLE, J. P.

JOHN J. FOX, J. P.

Mayor Municipality,

J. B. F. PAINCHAUD, N. P.

JOHN FONTANA, J. P.

CHARLES SUTHERLAND,

ED BORNE,

CHARLES BOURGUE, J. P.

ALEXANDER FLOCKHART,

FELIX BOYLE, Clerk,

W. JOHNSTON.

To Capt. Fortin,

Gov. Sch'r "La Canadienne."

A STATEMENT by John Le Boutillier, Esquire, of Gaspé Basin, Member of Parliament for the County of Gaspé, showing the average catch of fisheries carried on on the coast of the District of Gaspé and at the Magdalen Islands, for each of the three last years; also, the number or vessels, boats and men employed in the said Fisheries, irrespective of some fifty sail of coasters and forty sail of sea-going vessels employed in transporting the produce of our Fisheries to the various markets:

40 schooners,	400 men, catch	17,000 quintals codfish.....	} 140,000 qts., value £84,000	0	0
1200 boats,	3600 " "	123,000 " "			
7 whalers,	100 " yield,	45,000 gallons oil.....	"	5,625	0 0
	cod oil,	112,000 " "	"	14,000	0 0
25 sealers,	seal oil,	48,000 " "	"	6,000	0 0
		seal skins.....	"	1,000	0 0
		50,000 barrels herrings.....	"	30,000	0 0
		1,200 " salmon.....	"	3,600	0 0
		3,000 " mackerel.....	"	3,000	0 0
		100 " salmon trout.....	"	250	0 0
		100 " shad.....	"	200	0 0
		300 " halibut.....	"	300	0 0
		150 " cod sounds and tongues.....	"	300	0 0
				<u>£148,275</u>	<u>0 0</u>

B. N—Lobsters may be taken in any quantity, but the demand for export is comparatively *nil*.

(Signed,)

JOHN LE BOUTILLIER.

A TABLE, shewing the number of vessels which arrived from Sea, in the ports of Gaspé, New Carlisle and Amherst.

IN THE YEAR 1854.

PORTS.	VESSELS.	TONNAGE.	MEN.
Gaspé,.....	41	4663	247
New Carlisle,.....	54	5225	310
Amherst,.....	104	4223	519
	199	14111	1076

IN THE YEAR 1855.

PORTS.	VESSELS.	TONNAGE	MEN.
Gaspé,.....	55	5133	301
New Carlisle,.....	69	6737	370
Amherst,.....	106	6087	548
	230	17957	1219

IN THE YEAR 1856.

PORTS.	VESSELS.	TONNAGE.	MEN.
Gaspé,.....	62	7294	380
New Carlisle,.....	94	8941	460
Amherst,.....	131	6784	629
	287	23019	1469

A TABLE, shewing the number of vessels which sailed from the ports of Gaspé, New Carlisle and Amherst, in the year 1854.

IN THE YEAR 1854.

PORTS.	VESSELS.	TONNAGE.	MEN.
Gaspé,.....	38	4781	248
New Carlisle,.....	45	4662	298
Amherst,.....	112	9510	592
	195	18953	1138

IN THE YEAR 1855.

PORTS.	VESSELS.	TONNAGE.	MEN.
Gaspé,.....	40	4388	251
New Carlisle,.....	61	6286	382
Amherst,.....	106	4080	561
	207	14754	1191

IN THE YEAR 1856.

PORTS.	VESSELS.	TONNAGE.	MEN.
Gaspé,.....	50	6561	344
New Carlisle,.....	77	8787	484
Amherst,.....	153	6025	824
	280	21373	1652

Tables, shewing the value of Articles exported and imported, and the amount of the Revenue in the three Canadian Ports of the Gulf of St. Lawrence :

PORT OF GASPÉ.

YEAR.	EXPORTS.	IMPORTS.	REVENUE.
	£	£	£
1851	35434	13337	1708
1852	32858	9180	1036
1853	32667	10336	1076
1854	30058	15413	1488
1855	38273	14902	1135
1856	44178	15959	1126

PORT OF NEW CARLISLE.

YEAR.	EXPORTS.	IMPORTS.	REVENUE.
	£	£	£
1851	20025	13419	1274
1852	26216	16912	1554
1853	29942	16960	1600
1854	26857	20098	1706
1855	34758	28580	2176
1856	36466	29558	2528

PORT OF AMHERST.

YEAR.	EXPORTS.	IMPORTS.	REVENUE.
	£	£	£
1851	4891	1421	111
1852	11096	3246	303
1853	14597	3176	334
1854	19205	4576	424
1855	15322	7400	373
1856	20738	8553	342

A Table, shewing the value of Fish exported from the three ports of Gaspé, New Carlisle, and Amherst, in the years 1855 and 1856 :

1855.	1856.
£ s. d.	£ s. d.
78819 10 3	81922 13 7

A Table, shewing the value of Produce exported from the Canadian coast of Labrador :

	BARRELS.	QUINTALS.	GALLONS.	VALUE.
Salmon	500	.....	.....	£1750
Cod-fish		8000	.....	6000
Herring	2000	.....	.....	3000
Cod Oil	180	.....	.....	1000
Seal Oil .....	.....	.....	30000	5250
Seal Skins.....	.....	.....	.....	900
Furs.....	.....	.....	.....	12500
				£30400

YEAR 1855.

A Table, shewing the quantity of Fish exported from the ports of Gaspé, New Carlisle, and Amherst (Magdalen Islands) :

DRIED FISH.

Ports.	Quintals.	Value.	Exported to Great Britain.	Exported to British North America.	Exported to the United States.	Exported to Foreign Countries.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gaspé.....	57816	26138 19 3	7704 13 6	1371 13 8	0 0 0	27063 2 1
New Carlisle.....	43993	26066 7 0	4611 10 0	115 2 0	2801 15 0	18538 0 0
Amherst.....	10323	5213 12 6	0 0 0	5127 12 6	86 0 0	0 0 0
	112133	67418 18 9	12315 3 6	6613 8 2	2887 15 0	47601 2 1

SALT FISH IN BARRELS.

Ports.	Barrels.	Value.	Exported to Great Britain.	Exported to British Colonies.	Exported to the United States.	Exported to Foreign Countries.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gaspé.....	111	77 16 6	33 9 2	0 0 0	0 0 0	41 7 4
New Carlisle.....	2959	2334 14 0	68 0 0	198 15 0	2067 19 0	0 0 0
Amherst.....	14295	8068 15 0	0 0 0	5758 15 0	2310 0 0	0 0 0
	17365	10480 15 6	101 9 2	5967 10 0	4377 19 0	41 7 4

FRESH FISH.

Ports.	Value.	Exported to British North America.
	£ s. d.	£ s. d.
	0 0 0	0 0 0
New Carlisle.....	852 15 0	852 15 0
Amherst	67 0 0	67 0 0
	919 15 0	919 15 0

QUEBEC, 30th October, 1856.

The Hon. T. L. Terrill,
Provincial Secretary, Toronto.

Sir,—I have the honor to report for the information of His Excellency the Governor General, that, acting under the instructions of Mr. Solicitor General Ross, I proceeded on Saturday, the 25 inst. to this city, where, having arrived about eleven o'clock at night, I embarked, with a police force, soon after midnight, on board of the Provincial Government's vessel "La Canadienne" and proceeded to La Baie de St. Paul to preserve order during the election of a Legislative Councillor, which came off on Monday 27th and Tuesday 28th of October instant.

I have felt it my duty to trouble you with this report, for the more especial purpose of recording the energetic zeal with which the duties entrusted to Captain Fortin, the Officer in command of "La Canad enne," are performed.

On our way down the river, between two and three o'clock in the morning, a vessel was seen which had taken fire. On nearing her a little, another ship (just sailed from Quebec) was seen by the glare of the burning vessel, to pass her by, quite near, but without offering the slightest assistance. Captain Fortin crowded all sail, and, arriving as near as the safety of his own vessel would admit, he proceeded in his boat, at the head of his crew, to board the burning vessel, which proved to be the "Princess," of Newry.

The captain and the pilot were both away in Quebec; the mate and carpenter were on board, but the men, who were new hands, obtained from crimps just before sailing, *refuse to work*, so that by the fire which their own carelessness had occasioned, the ship must have been utterly destroyed.

Captain Fortin was conspicuous by the light of the flames, for a full hour and a half, placing himself in personal danger, and not only commanding his men, but actually working with them, and by these means unquestionably saved the "Princess" from total loss, as the mate and the carpenter both admitted.

Being arrived at Baie St. Paul, and the returning officer stating that he had reason to apprehend an organized interruption of the election, Captain Fortin (without solicitation) immediately brought on shore a part of his crew, whom he

placed under my orders, and to this demonstration of force, I have every reason to believe, the tranquillity of the election is due.

I shall resume my duties at St. Sylvester.

I have the honor to be, sir,

Your most obedient humble servant,

(Signed,)

R. B. JOHNSON,

Special Magistrate.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 3rd November, 1856.

SIR,—Major Johnson having represented to His Excellency the Governor General in the report of his mission to the Bay of St. Paul's, the zealous efforts made by you and your men on board the "Princess," which were, according to his report the means of saving that vessel from becoming a total loss.

I have His Excellency's commands to inform you that he fully appreciates your conduct on that occasion, and that he considers it as another proof of your zeal, and of the efficiency of the men under your command.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

T. LEE TERRILL,

Secretary.

Pierre Fortin, Esquire,
O'Neill's Hotel, Quebec.

JAN. 29/31

